



1997-2



Left to Right;
DON HUBBARD - Membership/ Treasurer .
JACK HINKLEY - President.
FRANK SKURKA - Vice- President.
RAY HANDWERKER - Editor .

The above photo was taken on May 14, 1997 at the opening of the Ships in Bottles expo at the Washington Navy Yard Museum. The Officers of S.I.B.A.A. are standing in front of the antique show case restored by museum personal for the Ships in Bottles display.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 59 Marjorie Dr., Halifax, MA 12338

The Bottle Shipwright

Volume 15. Number 2.

Association Officers

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FRANK SKURKA.....Vice-President
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ON THE COVER: The Officers of SIBAA.

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

BACK COVER: SIBAA members at the Washington Expo 5/97.

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the prez sez.... ATTENTION ON DECK! THIS IS THE CAPTAIN!!

May 15, 1997 was a banner day for SIBAA. A display of some twenty-eight ships-in-Bottles created by association members, opened for public viewing until mid November in the U.S.Navy Museum in Washington D.C. A large representation of members, including Ray Carlson, President of our ever active Maryland Chapter, were in attendance, coming from as far away as California, Texas, and Toronto, Ontario, Canada.

The models were housed in cabinets furnished by the Navy. The U.S.Navy also provided wine and cheese and musical entertainment. There was time to visit the many Navy exhibits in the hugh museum, bringing back memories to members who had served in the Navy.

A large vote of thanks must go to Dan Segal and John Frazier for their work in assembling the models and transporting them to the museum and for working with the Navy personnel in putting the event together. To Ray Handwerker who provided the plaque that the Association presented to the museum.

THAT IS ALL!

But most of all, many thanks must go to the members who were interested enough to send the bottleships that made the exhibit possible and those who made the effort to attend the exhibit opening. It is this sort of enthusiasm that can be applied anywhere there are bottleship builders.

HIT THE BOTTLE *Jack* 1.

Send Material for the Editor to -----

5075 Freeport Drive, Spring Hill, FL., 34606

Ray Handwerker



The good news is that John Frazier is recovering from by-pass surgery and doing well. The grueling work of setting up the Washington Expo took a toll that none of us expected. And Nancy and I were happy to put the extra miles on to visit with George and Carolyn Pinter. George is holding his own and getting back into painting, bottling and scrimshaw. For those of you who have never seen the Navy Yard Museum, I can only say, "make the trip" it is well worth it. And here are the words of our President Jack Hinkley as he presented a Plaque to the Museum.

"Dr. Furgol, The Ships-in-Bottles Association of America is a group of individuals who are dedicated to the preservation of a venerable nautical art.

It is not often that our members have the opportunity of having the public view their work, so, in behalf of the Ships-in-Bottles Association of America, I wish to present this plaque to the Navy Museum as a token of our thanks for offering our Association this great opportunity to display the works of its members. Thank You".

Now-lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Lee Aldrich, 1941 Taylor Avenue, Belmond, Iowa. 50421-7 (Once again my apologies for missing you Lee. Boy can I screw up)
Alan Achor, 10870 N. Stelling Rd. Apt 26F, Cupertino, California. 95014.
Richard Lee Beckwith, 9911 Lockhart Rd. French Camp, California. 95231.
Richard Betar, 810 Victory Dr. New Iberia, Louisiana. 70560.
Gwyn Blaser, P.O.Box 61, Smithfield, Utah. 84335.
Edwin James Bridle, 281 Wellington St. Brantford, Ontario, Canada N3S4A1.
G.B. Collins, 2711 West Blvd. Belleville, Illinois. 62221.
John D. Davis, P.O.Box 55, Black Mountain, North Carolina. 28711.
David Dukes, 5730 Vineland Ave. Unit #112. North Hollywood, California 91601.
Frank Dumey, 9072 Byron St. Spring Hill, Florida 34606.
(this is my neighbor Don. you should have his application by now)
Edward Omer Goyette, 2829 115th. St. Toledo, Ohio. 43611.
Robert Thomas Hewitt, 119 20th. St. San Diego, California. 92102.
Alfred Keschl, UNTSO Box 5854, New York, New York. 10163.
Bob Morley, 110 Katy, Cleburne, Texas. 76031.
John Reina, 1504 19th. Ave. Beaver Falls, Pennsylvania. 15010.
Michael Renner, 648 Milton Tpke. Highland, New York. 12528.
Ludwig O. Schierl, 913 Holtfield Terrace, Spartenburg, South Carolina 29303.
David D. Smith, 7808 Birnam Wood Dr. McLean, Virginia. 22102.
Leon Anthony Wilton, Parr Road, R.D.10, Palmerston North, New Zealand 5321.

ADDRESS CHANGES.

Tim Emala, 635 Coreybrook Way Lawrenceville, Georgia. 30245.
William W. Howat, 40R Highland Ave. Apt. 513, Salem, Massachusetts. 01970.
Maurice Pizer, 575 Osgood St. Apt. 2406, North Andover, Massachusetts. 01845.
Robert Tiews, 3262 Superior La. #289. Bowie, Maryland. 20715.
George A. Toes, 2251 West Rockrose Pl. Chandler, Arizona. 85248.

小對船



The spritsail represents a very much earlier adaptation of the square sail in China than the lug sail, if it does not actually antedate the square sail itself.

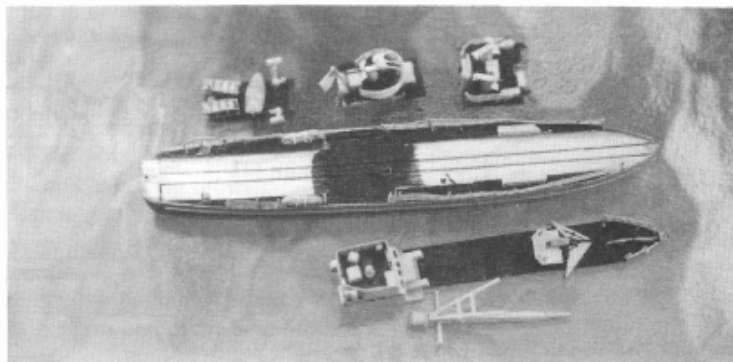
SUBCHASER
Richard A. Finney.

Subchasers were wooden vessels , 110 feet long, with an 18-foot beam and $5\frac{1}{2}$ foot draft. In World War I, when they first saw action , they were powered by three gasoline engines ; in World War II by two General Motors diesels . Their basic World War II armament was one Bofors 40-mm gun, three 20-mm Oerlikons, two K-guns, two depth-charge racks, and two " mousetraps" (a rather ineffective rocket launched weapon). Over a thousand of these vessels were built during World War II. They patrolled harbor approaches, escorted some of the slower convoys, and shepherded landing craft to the Normandy beaches.

My interest in subchasers was aroused by a friend who had captained one of them. For sources I relied on the excellent plan published by the Association Des Amis des Musees de la Marine, some U.S. Navy photographs obtained from the National Archives, and the book Subchaser by Edward P. Stafford.

My container of choice was a 750-ml gin bottle with a $\frac{3}{4}$ -inch neck and internal dimensions that dictated a model $5\frac{1}{4}$ " long, $\frac{13}{16}$ " in beam , and $1\frac{1}{8}$ " from waterline to top of the radar dome. The scale was 1:250 .

I made the model in the following parts for eventual insertion into the bottle: hull, foredeck, pilot house with bridge, mast , gun platform, deck house and afterdeck. (photo below).



The hull being too beamy to enter the bottle in one piece , I made it of basswood in three vertical lengths held together with dowels. The port and starboard pieces were $\frac{5}{16}$ inch thick. The midship section was $\frac{1}{8}$ inch thick except at the stern where it was mortised into the aftermost quarter inch of the hull. Once these pieces were made and doweled together the hull was carved to shape. To provide for a waterway, a quarter-inch wide strip of veneer was rabbitted into the topsides, rising $\frac{1}{16}$ " above the tops of the port and starboard sections. The wales or rubbing strips were made of $\frac{1}{32}$ " square styrene strip.

A full length deck was shaped from veneer and cut into four pieces: the first, $\frac{27}{8}$ " long extended from the stern to what would become the after edge of the pilot house; the second, $\frac{5}{8}$ " long, was to support the gun platform; the third, $\frac{7}{8}$ " long, was to support the deck house; and the fourth, $\frac{15}{16}$ " long, extended from the after edge of the deck house piece to the stern.

The deck piece that would eventually hold the gun platform was left intact. It would extend all the way athwartship. Each of the others was sliced longitudinally into a midship section $\frac{1}{2}$ " wide and port and starboard strips were then glued to their respective hull pieces. With the narrowing of the hull fore and aft, these strips also narrowed until finally ending about $\frac{1}{2}$ " from the bow and stern.

The port and starboard hull pieces, now covered for most of their length by veneer, were supplied with guard rails, ready boxes for 40-mm ammunition, life rafts, and a launching davit for the ship's boat. The guard railings were made of thread stretched across a frame and stiffened with a mixture of watered white glue and grey acrylic paint. The horizontal members were spaced 1 millimeter apart; the vertical members 3 millimeters. Once dried and stiff, the railings were cut from the frame and trimmed to shape. Stanchions were cut from ordinary straight pins and pushed into the deck at intervals of about 5 millimeters. The railings were then glued to the stanchions and the deck.

The life rafts were a problem that I finally solved by constructing a sandwich of styrene plastic sheet. The inner and outer layers would eventually constitute the flotation ring; the middle layer would represent the floor. To suggest the parallel strips of wood that made up the floor, I scribed parallel lines on clear plastic, smeared black paint onto the sheet and then wiped it off, leaving paint in the scratches. I took two sheets of opaque plastic, tacked them together around the edges with cyano, and then with mini drill, X-acto knife and jeweler's file. I cut out a series of rectangular holes measuring 8x4 mm and rounded at the corners. Separating the sheets I inserted the "floors" and completed the sandwich by gluing the whole thing together. Finally I carefully each raft out of the sandwich, following the contour of the holes that I had cut and leaving a margin of about $1\frac{1}{2}$ mm.

Permanently fixed to the piece of veneer that constitutes the foredeck are the following items: fairlead with flagstaff, anchor cable, anchor, two ventilators, two mousetraps, cutwater, and Bofors gun. (photo below)



The fairlead is made from a slice of 3-mm styrene tube cut in half and perforated with a no. 75 mini drill to take a straight pin, the lower and pointed end of which fixes the fairlead to the bow, and the upper end of which is cut back to 6mm to form the flagstaff.

The anchor cable was a judgement call. The French plans showed chain, but the Stafford book mentioned cable. I opted for cable, using a piece of rigging line left over from a kit. The cable is 1.5cm long and runs from the fairlead to a scuttle drilled in the deck.

The anchor was another judgement call. The French plans showed what looked like a Navy-type lightweight wedge block anchor whereas one of the photographs in the Stafford book showed what seemed to be a traditional anchor with stock. I decided that the subchaser when commissioned probably was equipped with the stockless type which had become lost along the way and replaced in an act of " midnight requisitioning" in some North African port. I opted for the stockless type, making it of paper and thread.

All photos of mousetraps I have seen show four rockets per case. I made the case of styrene plastic and the rockets of brass rod.

The cutwater was made of card.

The Bofors gun consisted of four parts: the barrel with its housing, sights, recoil spring, and loading device; the pedestal, the mounting that secures the barrel to the pedestal, and the platform for the gunners to sit on. The first challenge was how to get a 1/32" barrel perfectly centered into a housing measuring 3/32" in square cross-section. My solution was to take a length of 1/8" od styrene plastic tubing, glue into it a length of 1/16" od brass tubing, and then file the plastic tubing square sided. 1/32" brass rod to represent the gun barrel was blackened and glued into the housing, a piece of copper wire to represent the recoil spring was wound around the barrel, and a small shaped sliver of styrene to represent the loading device was glued into the upper surface of the housing. The sights were made of blackened thread.

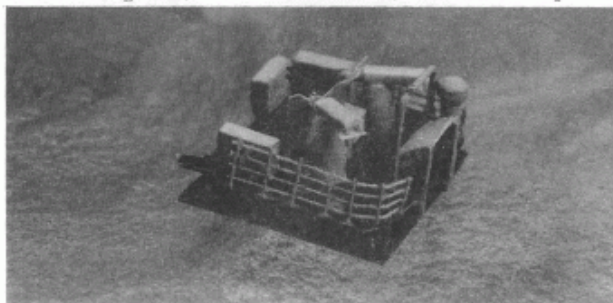
I made the pilot house of styrene plastic with basswood base and internal bracing. I cut long windows into the front and two sides, glazed them with double-sided transparent tape, and then stuck mullions onto the tape. The bridge deck was made of styrene plastic painted deck blue.

The screen surrounding the bridge was made from a long strip of clear styrene plastic with black paint rubbed into vertical scribing to represent the stanchions and the whole then painted light grey. The chart table was cut from basswood and the pelorus and search light were turned in my Mototool from round toothpicks.

The tripod mast was constructed from basswood bits of varying length and thickness. The challenge came from the radar dome which is cylindrical in shape with a rounded top. The cylinder was made from a short length of the external insulation of four carrier telephone wire. The top was rounded by letting a bit of fingernail hardener drop into it.

The pilot house and bridge were initially glued together for insertion into the bottle as one piece, but the fit turned out to be too tight so I separated them again. It proved impossible to hinge the mast without creating a structure that would definitely not pass through the bottle-neck, so I decided to insert it as a separate item, fixing it firmly into a socket drilled through the deck and into the midships hull piece.

The gun platform (photo below) carries two 20mm anti-aircraft guns, ready ammunition boxes, a support for the tripod mast in its lowered position (used only on the full sized vessel, of course, since the mast on the model cannot be hinged) a ventilator, and a companionway made of Strathmore paper.



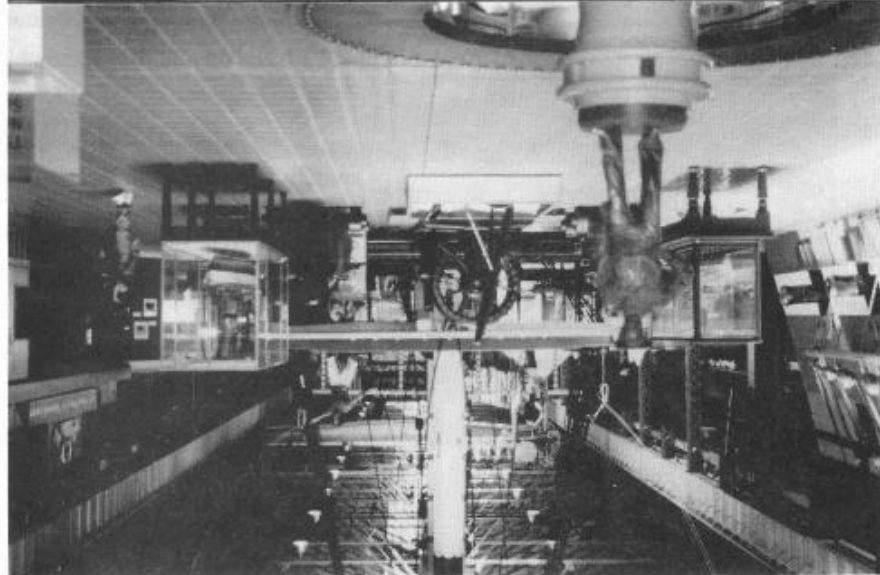
The deckhouse (photo Next Page) carries a third 20mm gun with its ready box and a circular railing made in the usual way from stiffened thread covered with cigarette paper to represent canvas. Just forward of the deckhouse, and glued to the same piece of decking, is a work-bench. Just aft of it are a second companionway and a flagpole with the American flag.

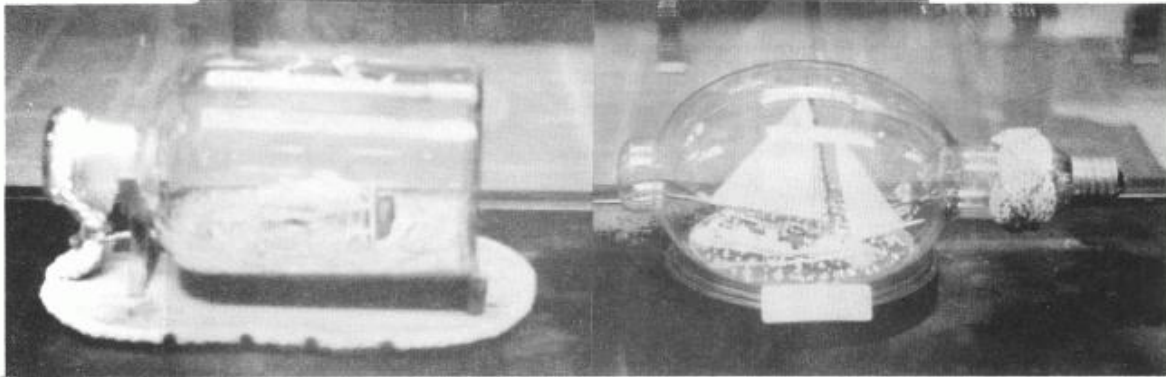
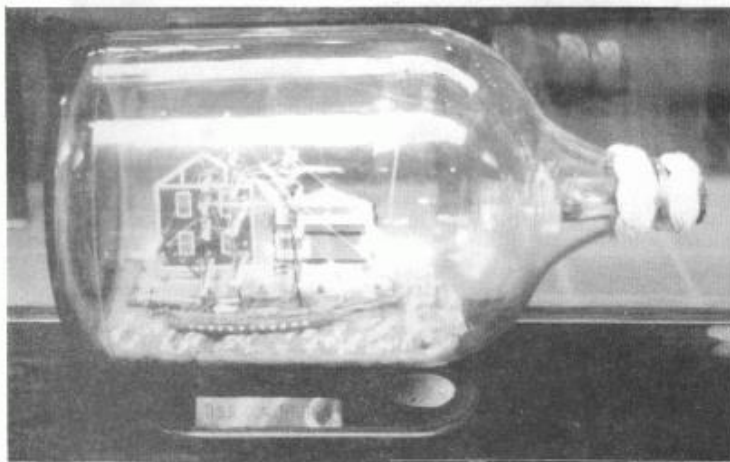


The aftermost piece of decking (photo 1) carries two K-guns, a small boat and two racks of depth charges made by reducing round tooth-picks to the desired diameter in a drawplate, gluing them together four at a time and sawing them into the desired lengths. The tops and sides of the racks were made of stiffened thread and laid flat onto a table top, the depth charges were glued onto the tops, and the sides were then bent up and glued onto the ends of the depth charges.

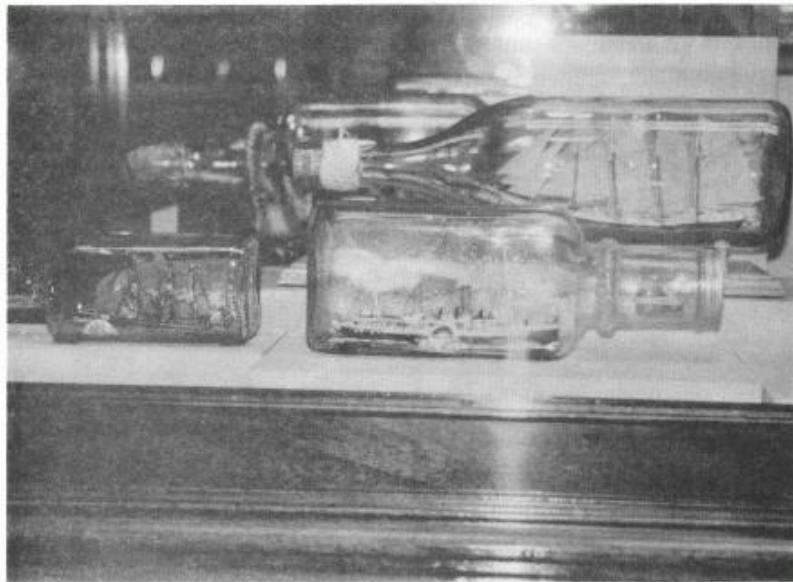
The finished vessel is shown out of and in its bottle in the next two photos. I made three of these, intending to give one of them to my friend and wanting to have another to make my mistakes on. However, my friend died before I could finish the job, and none of my mistakes was beyond remedy, so I now have a Squadron of these tiny craft.

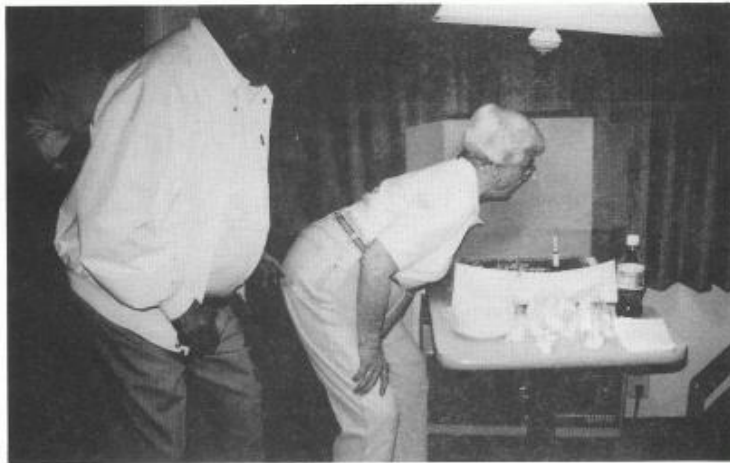




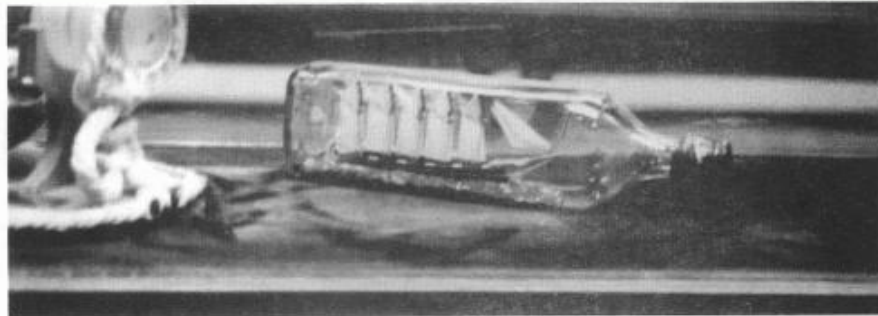


Part of the models on display at the Navy Yard Museum 1997.





Dodie Hinkley blows out the candle on her surprise birthday cake. while Jack gives her some encouragement.

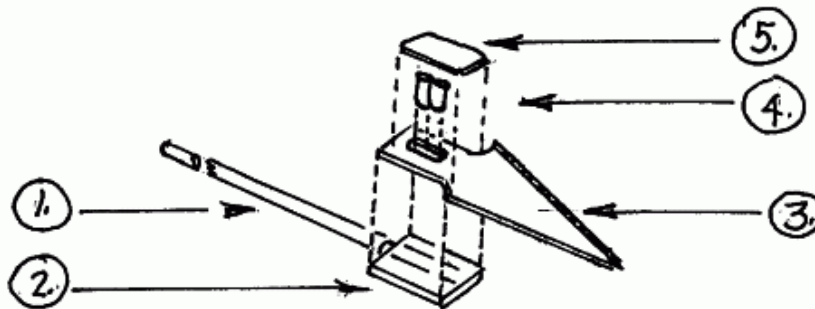


Above; Chris Nair's SIB came all the way from India for display.
Below; The Navy Quartet entertains members and guests May.97.



A RIGGING CUTTER Kai-cho

My experience with cutting rigging thread after the ship is in the bottle with a piece of razor blade attached to a stick has sometimes made me wish for a better way to get the job done. Recently, while working with a High School student on creating a ship in a bottle for her Senior Project, I devised, for her to use, the simple tool as shown below which I feel is an improvement over the razor blade technique.



I used a bamboo skewer and a #11 Xacto knife blade. The haft of the blade is 1/2 inch long and 1/4 inch wide. At one end of the bamboo skewer (1.) I measured back 1/2 inch and cut half way into the skewer and removed the top half. On each side of the lower half I glued a 1/2 inch piece of wood creating a small, flat area on the end of the skewer (2.) which would hold the haft of the knife blade. After the glue had dried I sanded this area smooth and added to it a bit of Ekmer's white. The Xacto blade (3.) was placed on the glue which would hold it in place temporarily until other work was completed. Through the hole in the haft of the blade I inserted 2 short sections of a medical throat swab (4.) and glued them together and then to the wooden base below. I made these throat swab sections large enough to handle comfortably and then sanded them down to the level of the knife blade. Over the top ends of the throat swab sections I glued a small, flat piece of wood (5.) which was slightly larger than the hole in the knife blade. This would hold the knife blade firmly in place. To finish up I sanded the blade holding section to the width of the knife haft and smoothed any edges.

This tool worked very well for my student and will for me in the future.

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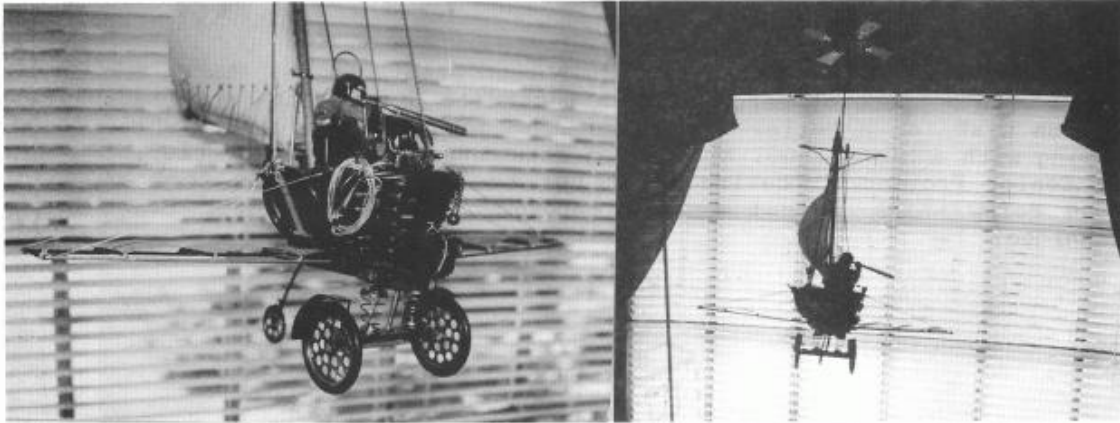
Full Page- \$60.

The copy will be printed in four consecutive issues (One year) from the closest publication date of receipt. Checks for ads should be made Payable to: " The Ships-in-Bottles Association of America" and sent along with Ad copy to: Mr. Don Hubbard, P.O.Box 180550.

Coronado, Ca. 92178.

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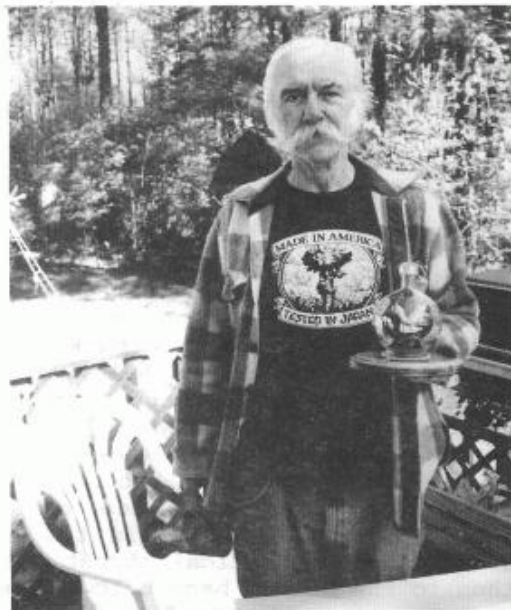


Above; That Magnificent man in his flying whatchamacallit. A very interesting whimsey by George Pinter.

Left; George holding the Clan Crest done for his boss.

Below; The finished Crest in the bottle , next to the Magdougall original . Nice work George. But I still think you should have put the flying thingamabob in a bottle.

George, would you believe that there are people living down here that had never seen a lobster pot until I unloaded it when we got back?.



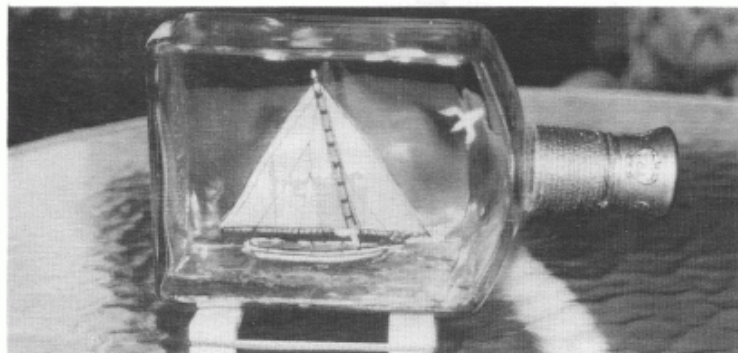


I am impressed, nineteen new members . Four did not mention any experience, Gwyl Blaser , of Smithfield, Utah. E-Mail (Blaser @ cc.usu.edu), Bill Collins of Belleville, Illinois, John D.Davis, of Black Mountain, North Carolina E-Mail (JDavis6169@aol.com), Ludwig O Schierl, of Spartanburg, South Carolina.

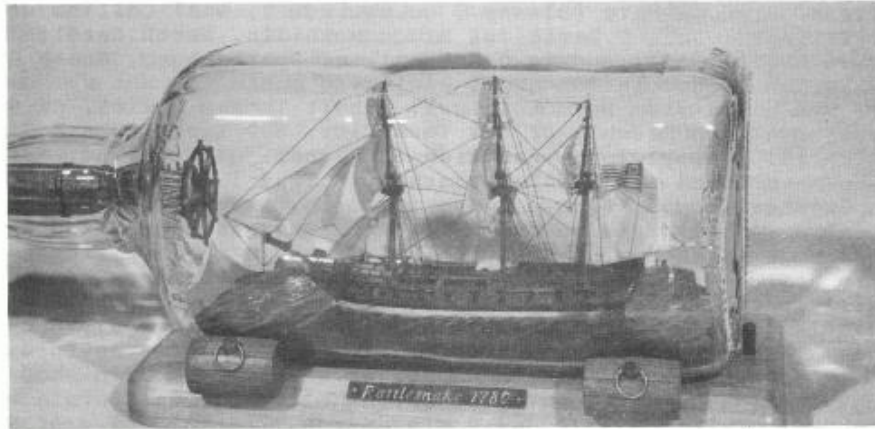
Lee Aldrich joined in 96. and I apologize again for not welcoming him sooner. Lee hails from Belmond, Iowa. Robert Thomas Hewitt, of San Diego California, Alfred Keschl, of New York City, New York, John Reina, of Beaver Falls, Pennsylvania, and Michael Renner, of Highland, New York, claim to be novices as does Leon Anthony (Tony) Wilton, Tony is our latest Overseas member from Palmerston North, New Zealand. Alan Achor, of Cupertino, California is building the fishing schooner found in Don Hubbards book. Richard Lee Beckwith, of French Camp , California has 5 SIB's to his credit and is currently working on a 5 mast Gaff schooner that will go in a wine bottle. Richard Betar, of New Iberia, Louisiana, has built 2 "Cajun " cabin scenes in gallon jugs. Richard, we call them dioramas or scenes in bottles. Edwin James Bridle, of Brantford, Ontario, Canada started with a two masted schooner and has just finished a four mast square rigger. David Dukes of North Hollywood, California has over a dozen SIB's built 8 large and 4 miniatures. Frank Dumey , of Spring Hill ,Florida my next door neighbor has completed the schooner "Modesty" with John Frazier and my help. Frank is now an addict working on more SIB's. Frank, John , Myself and another Bernie Hendricksen are all members of the Sun Coast Ship Model Society. Known as the Freeport Drive contingent we are in the process of teaching all the members to build at least one SIB. Stay tuned for more info. Edward Omer Goyette , of Toledo , Ohio had built three which were destroyed in a fire in 1990, he is getting back into the hobby with Don's second edition. Bob Morley, of Cleburne, Texas is building the " Hanna" from Model Expo and has put one SIB in an automobile fuse. David D. Smith, of McLean, Virginia by now has finished the one he started eleven years ago. Sorry David but you have to go some to beat Ralph Preston for length of building time.

As always, Welcome Aboard and don't forget to send me those photos, helpful tips you invented along with the articles on how you did it.

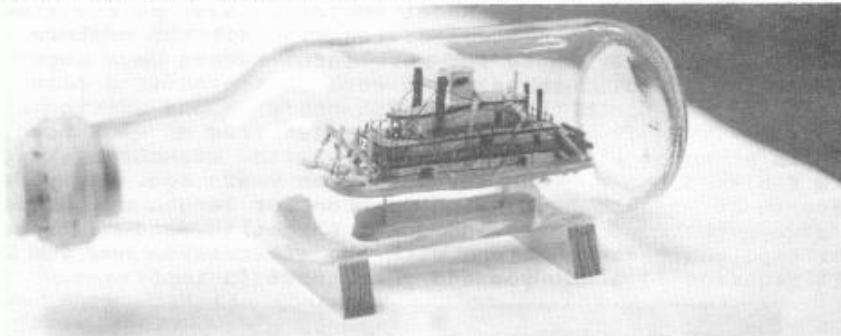
This magazine is about you and your input is important.



Above; Frank Dumey's First SIB. The Modesty. Well done Frank.

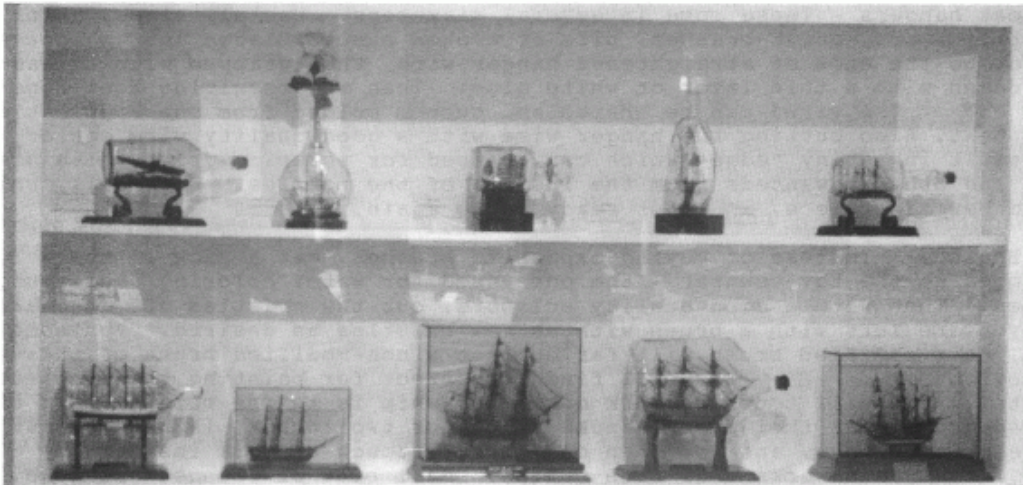


Above; Artem Popov's American Privateer "Rattlesnake" (1 litre bottle)
 Below: Two of Tim Emala's works, unfortunately he didn't say what ships or what bottles (size). Thanks for the photos Tim.



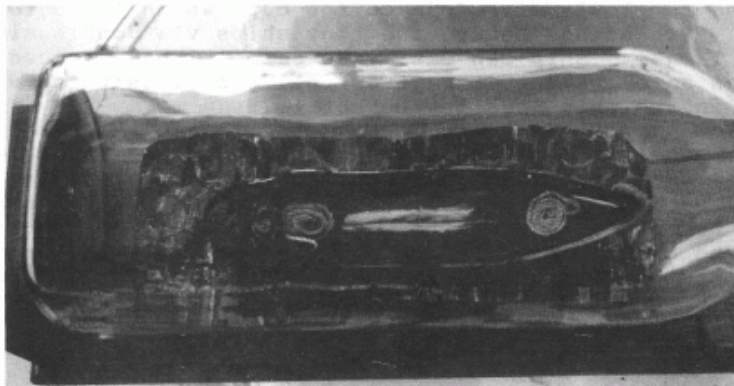


Juan Rodriguez Del Barrio who is Presidente de la Federacion Espanola de Modelismo Naval put together an expo at the Madrid town hall that was visited by some 200,000 people . Below is a photo of his works. And no Juan I didn't hear from Barry Young on The "Prins Willim". Thank you for the photos.



Dan Wally of Akron, Ohio asked if there were any rules on the number of pieces to make up the hull or ship. Not that I know of Dan. The only rule I know of is that you don't cut the bottle in half and then put the ship in . Everything must go through the neck.

Below; My latest endeavor, the D.T.Sheridan. The hull was cut in half lengthwise and inserted into the bottle one half at a time, then glued together. It is almost finished and I will take some photos.



On Scrimshaw Philosophy in Tool Making:

Whereas the scrimshaw creators of yesteryear plied their art to whatever materials they had on hand, a similar approach to tool making today, proves not only useful, easy, handy, and in the spirit of re-cycling, but most utilitarian for our SIB work. While I do value my nearly \$30 crocodile action ear polypus (one of the few expensive tools I own), even more valuable tools which you will use far more often, can be made easily, from the most common of materials. A few ideas which have worked for me, and which I hope will work for you, follow:

Wire coat hangers - These come in several diameters. Use all sizes. Probes, glue applicators, paint brushes, bits of broken exacto blades and whatnot can be glued to the ends of straightened hanger wire, then wrapped with thread, then coated with a thin layer of white glue. Then the resulting tool (one @ each end of the wire) can be shaped and custom molded from one application to the next. Also cutting the hanger wire with a good quality wire cutter will result in a tiny "edge" which can be used for scraping dried white glue, paint, and other unwanted from the insides of the bottles. When dull, snip off another tiny piece, and your ready to go again.

Paint Brushes - Instead of buying expensive brushes, get a pack of the cheap ones at the toy counter - the ones used for water coloring, for young children. Then with a good quality scissors, cut the bristles off gradually until you are left with a brush with as few bristles as desired. For some reason, this modified brush will far outlast a non-modified brush of this same low quality. You will find it perfect for painting the tinniest of parts. For small touch-up work once your ship is in the bottle, take this modified brush, cut the wooden handle to one or two inches, lash to the wire tool described above, and you then can perform touch-up work inside the bottle. Also this works well with Q-tips, small bits of sponge, and such.

Ballpoint pen caps - excellent for protecting those tiny drill bits - leave bit in pin vise, apply cap making sure it does not touch the tip of the bit, then secure with a clothes pin.

Clothes Pins - In addition to the standard sized ones I have found two smaller types which come in handy as clamps for gluing, separating rigging lines, weighting down rigging lines, securing bowsprits while glue dries, and, securing the lowly styrofoam coffee cups which I use for my "ship workstands." Such stands secure the tiny ships via double sided masking tape loops I make. Ship can easily be repositioned as needed, and the cup itself makes an excellent storage for all the lines which will be taken out later, when the ship goes in the bottle.

Straws - In addition to loops pushed through these as positioning devices as others have noted, they are also good for getting glue where you want it within the bottle. Straws with flexible "joints" at one end are especially handy. Straws can be joined together to extend reach into the longer bottles. Fray the end of one straw by making many vertical cuts on the last inch or so - then put this frayed end inside another non-frayed straw. Seal with a thin coat of white glue and/or masking tape. After gluing place straw generally upright in an old cardboard box which permits the remaining glue in the straw to drain out in the box.

Gather up this drained glue and use as you would normally. This "glue straw" can be re-used many many times before it "wears out."

Grabbers/holding tools - Various types exist and are available everywhere from hobby catalogs to auto part stores. The latter features those which are 2 and 3 feet long, however they are usually of low quality and will not last too long. The smaller ones available from hobby stores and catalogs are of better quality but are not usually long enough to be of much good. Solution = buy (hobby store again) a foot or so of metal tubing such that the holding tool can be pushed up into it - snug fit. Then position original tool so its tip extends just out of the tube enough to permit the 3 or 4 "fingers" to open and close. Secure the inner tool in this position (solder, tape, glue). Then take a suitably sized dowel and insert down into the metal tube. This will then be your new plunger. Some holding tools have a nut toward their tip which will have to be removed or ground down first, to permit the tool to be pushed up into the metal tube.

Price tags - or more properly the plastic threads which hold them in place make a handy tool for near microscopic work. Snip these plastic threads such that the T - shaped end, or nodule end is discarded. Secure to the end of wooden toothpicks or other small lengths of wood (glue over wrapped thread). These can then be used for getting that microdrop of glue or paint exactly where you want it. Same idea works well with broken drill bits (the tinniest ones), small needles and such.

Dowels - Because of their increased flexibility (over a wire coat hanger) they can be used to attach tools at both ends similarly to what was earlier described regarding the wire coat hanger. Needles when placed (drill small hole then glue), in the ends of tiny dowels once most of the ship is inside need only enter the part to be millimeter or so, then placed into when in position/glued, simply and the needle will come out



make excellent "part applicators" the bottle. The sharp needle placed a short distance of a the bottle via the dowel, and twist the dowel ever so slightly of the part.

Popsickle sticks & tongue depressors - excellent for placing gravel, sand, similar such material in bottles, especially when awaiting glue is already in bottles. Grab stick with hemostat, dip into tin can of gravel, sand, etc., then feed through bottle neck, position over glue, and "dump." Do this several times until glue is totally covered, and even weighted down further by extra gravel bits. I learned this technique the hard way - simply feeding gravel down into the neck and then jiggling it until all was over glue area was no good because bits of gravel with glue on them would get all over the bottle leaving glue tracks which then had to be dried and scraped off using the old clothes hanger technique.


Twistems - Can be used effectively as mast hinges. There are several different ways which you will discover once you try this method. Main thing is try to get the paper twistem and not the more popular plastic ones. Basic idea is to attach twistem to mast (lash with thread covered with white glue) and then either glue wider untrimmed portion of twistem to deck, or trim such that the tiny wire can be pushed through hole drilled in deck, and secured on the bottom of the boat with a dab of glue.

Swisher stick/coffee stirring sticks - You get these from the bars or local convenience stores which feature fresh brewed coffee. They are tiny straws both in length and diameter. Some are round, others are dual barrel affairs which are somewhat flattened. Regardless they are good glue applicators. When glue is already "near" where you want it, these tiny straws can be used to "blow" the glue a very short distance, to its final destination.

Sewing stores - Besides the obvious source for small needles and such, material which can be bought by the yard, or remnant, is handy for sails, and even oceans. The not so obvious is that many sewing gadgets have good SIB application, plus a host of bric-a-brac buttons, emblems and such many of which have a nautical theme about them (anchors, compasses, sea shells, star fish and such) and can be used for trim on corks, stands, etc. Similar such findings can be had in the bead/jewelry portions of such stores, and other stores devoted wholly to that hobby.

So before you through away that bit of wire or that spring from your ball point pen (I've used these for mast hinges) take a second look and see if you might fashion some useful tool from what otherwise might go to the dump. Our scrimshaw cousins would approve I think.

Handblown Bottles



from
**Church & Maple
Glass Studio**
Burlington, Vt. 05401
phone/fax (802)-863-3880

Approximately	4" x 8"	<u>\$ 35</u>	All with 1" necks
	6" x 11"	<u>\$ 65</u>	
	8" x 15"	<u>\$ 95</u>	

+ 7% packing & shipping

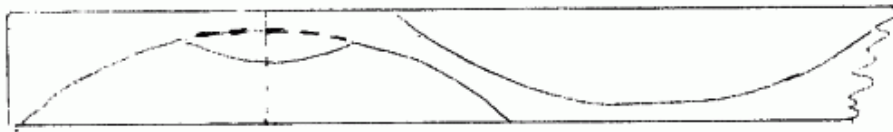
Custom Orders upon request

Thoughts on SIB cradles

On the assumption that the ship is the thing I make my bottle cradles as inconspicuous as possible. Here is my idea for really inexpensive cradles.

One 1" x2" x6' piece of lumber, your choice. I like white pine. Manufacture two templates of card stock, I use a section of manila file folder. Draw a center line down the length of card stock. Mark a point at the lower end of the line. Using this point swing an arc with a drawing compass with a 2 3/4" radius. Using a ruler, put the 2" mark on the center line below the arc. Slide the ruler until the end and the 4" mark touch the arc. Draw a line and then cut out this segment. this is the first template. Using the same center line swing an arc of 1 5/8" radius then using the ruler in the same fashion as before, with the ruler's 7/8" mark on the center line, slide the ruler till the end and 1 3/4" mark touch the arc. Draw a line and cut out the same as before. This is your 2nd template.

Now raise a pencil line perpendicular on your stick about 2 1/4" from the end. Use template #1 to draw outside curve making use of the center lines. Then use #2 to do the same. When both arcs have been cut out and finish sanded, saw the piece in half lengthwise so you have a pair of identical cradle pieces. Stain and finish to suit. One stick will make about 32 cradles.



the cut out for the bottle can be adjusted to suit the bottle at hand with rasp or sandpaper.

Richard Blandford rlb16@juno.com

ANOTHER LITTLE LIGHTED LIGHTHOUSE

by

Charles Hand

As was mentioned in "A Bottled Beacon" (issue 1996-3), a regional monthly, Carolina Country, had helpful photos of the south side of the Cape Hatteras lighthouse. I sent them a letter of thanks for that and included a photo of the bottled model lighthouse. Their editor published those, even rendering the photo in color. Nice, as that was another useage of Jack Needham's "carafology," and it mentioned S.I.B.A.A. to their 356,000 circulation. It did contain an obvious error as to scale, stating 1"=100" in lieu of 1"=100'. They corrected that in the next issue and advised those interested in S.I.B.A.A. could send \$18.00 dues to Don Hubbard. But I felt obliged to send Don a note of apology regarding some confusing calls.

It turned out there are some enthusiastic people who desire similar bottled lighthouse models. One lady phoned me (after calling Don) and asked me to make 3 more for her and some friends; one to be for an anniversary gift on 19 April. I told her I was sorry as I had no more 1 liter pinch bottles, but would try to find some via a local recycling center. She said she'd find some to send. Several weeks went by without my finding any and I presumed she had similar results. I was also busy with other SIB's.

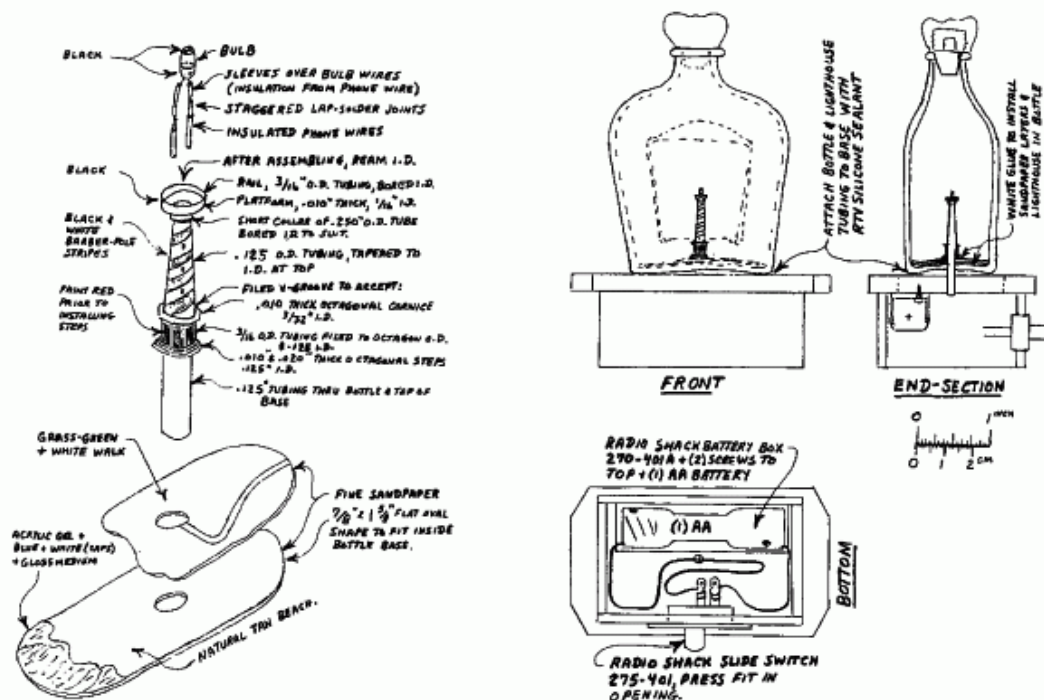
Our son receives some interesting catalogs. One was from American Science and Surplus (3605 Howard St., Skokie, IL 60076) & listed a 1.5 volt, 15 milliamp light bulb (Cat. # 25939 @ 2/\$2.00). They described them as "Uncle Ben's fried lights," due to their "grain-of-rice size" [1/16" (1.6 mm) dia. x 1/3" (3.18 mm) long]. He ordered some other things which justified the usual \$4.50 shipping & handling fee - on orders below \$20 - so we ordered some of the bulbs, which arrived in late March. Each bulb has bare wire leads 1" (2.54 cm) long x .005" (.127 mm) dia., which are dicey to solder.

Between 1 & 10 April I incorporated one bulb in the 50 ml version shown in the accompanying photos and sketches - and shipped it in time for the anniversary. Primary materials for the lighthouse were styrene tubing and strips from Evergreen Scale Models Inc. (12808 N.E. 125th Way, Kirkland, WA 98034) joined with liquid plastic cement. The scale was 1:2688 (1"=224') to suit the bulb size; overall height of the lighthouse was .929" (2.36 cm).

Canadian members will likely recognize the bottle which hailed from there (Canadian Crown Royal). A diamond-encrusted burr made the 1/8" (3.18 mm) hole in the bottom of the bottle - in 0.5 hour vs the 4 hours using carbide bits in '96-3. A cutoff disc in a Dremel (t.m.) tool was also used to remove the threaded top of the bottle, which increased the neck i.d. from 5/16" (7.94 mm) to 3/8" (9.5 mm). The crown-shaped cap was reused by wedging a softwood block into the threads and drilling the block to glue a suited cork into. I painted the cap gold. If I do any more, I plan to just try to burr-out the narrow i.d. of the top of the threaded portion of the bottle.

Originally, I made a tiny octagonal roof of styrene, painted that black, and glued it atop the bulb. That looked overscale and popped-off during bottling, which is just as well. I then used a ball-burr to shape the end of a bamboo skewer and used that in rubber-stamp fashion to apply black paint atop the bulb, which looked better and also resulted in a bit of unplanned serendipity. The stiff telephone wires actually support the bulb in the lighthouse (and need to be bent and taped under the base when the bulb is in correct position). By removing the tape and pulling the wires the bulb can be withdrawn via the underside and replaced if it should burn out.

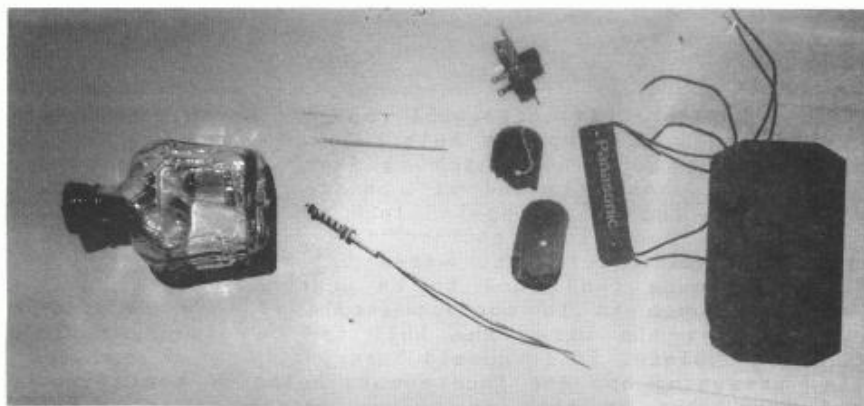
That is, presuming one can locate more bulbs of that type. I've ordered more, but as this is being written they've not yet arrived...



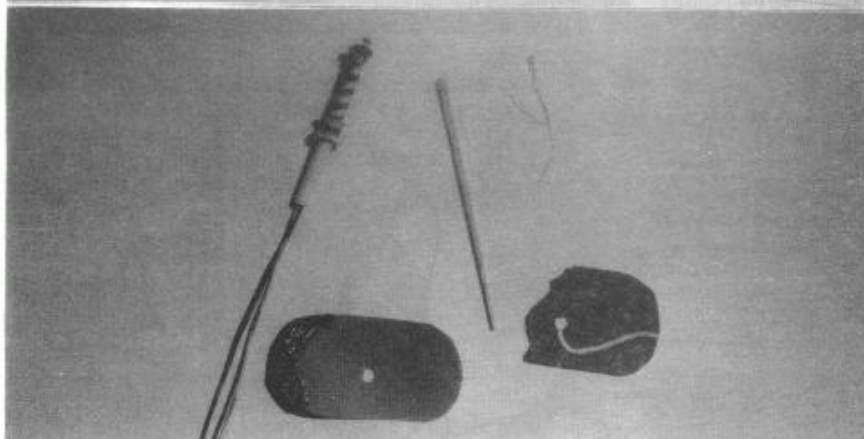
Photos: Next Page

1. The primary ingredients. An extra bulb is barely visible to the right of the toothpick.
2. A closer view of the lighthouse, extra bulb, and decorated sandpaper that was used as an inner base.
3. Front view of the little lighted lighthouse.
4. Rear view of the completed lighthouse.

No. 1

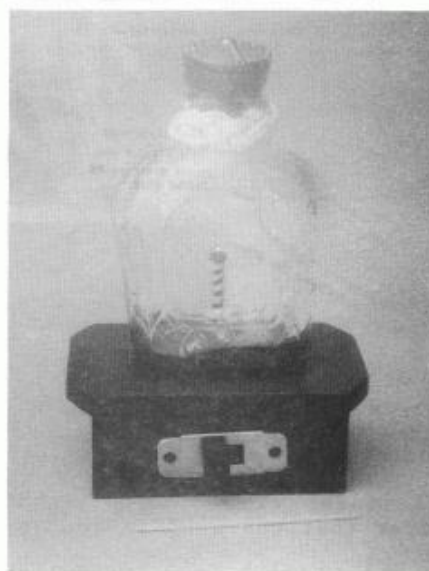


No. 2



22 •

No. 3



No. 4

RALPH DOES EUROPE.

The european trip was interesting and fruitful. I visited Jan Visser in Enkhuizen Holland. The museum is very active , Jan is changing exhibits and moving some to other museums in Holland and northern europe . Got some press while I was there , and Dutch lampposts are as hard as ever, attesting to the beauty of dutch women.

Then went to Stockholm next and met with the very active Stockholm Society. Gosta Backlund took over the Presidency from Bjorn Thunberg.

Bjorn had been ill and went through major surgery. Happily he is progressing well. Visited the Wasa Museum and had coffee with Dr. Klas Helmersson, the museums director. He showed interest in a model but made no commitments. The accompanying circular should be of interest to our members , but the deadline for delivery is , in my opinion not realistic. I think they would accept any good work at a later date.

And yes ! Swedish lampposts are as hard as the dutch version.

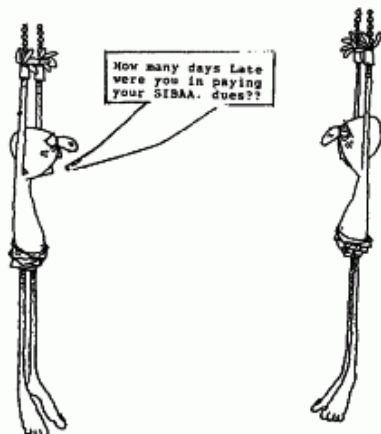
The meeting in Wedel (near Hamburg) was very interesting and informative. There were delegates from most of europe and even one crazy American. I gave a slide show on my work (in German)???. I am not fluent but I think most of the audience understood. At least they were very tactful about my mistakes. I was also on the panel judging the very fine entries.

Then down to Berlin, meeting Bernd Braatz, a master German bottle ship builder and Michael Keyser, a master model builder and machinist for the Museum of Transportation and Technology. Also met with Dirk Bondel , curator of Maritime History for the above museum. Mr. Bondel will be visiting the US this summer. Mr. Bondel ok-ed the release of the following information; The bottleship model of the Charles W. Morgan has been insured for 120,000 Deutsch Marks, about \$80,000 US. making it the most valuable Bottleship in the world. I did not mention this before because I have gotten my knuckles rapped in the past for announcing information before (another) a museum did. I am not a political person. I am happy to have the above information made available to the public, as I have long felt that SIB's were greatly underpriced. This is an art and is worth much more than a dollar or so per hour of the builder's time. It could be mentioned that some of the paintings of the old masters were sold initially for a bottle of wine.

I would like to see the bucks closer to the builders.

So after visiting friends in Munich and Luxemburg I returned home, tired but inspired.

Hit the Bottle!
Ralph Preston.



8000 Stunden! Professor bastelte das teuerste Buddelschiff der Welt

Einen halben Meter lang, mit 21 Segeln und elf Mann Besatzung bestückt, ist die „Charles W. Morgan“ – das kostbarste Buddelschiff der Welt (120 000 DM Versicherungssumme). Der amerikanische Mathematikprofessor Ralph Preston (66) ließ es als Leihgabe für zwei Jahre im Kreuzberger Technik-Museum (Trebbiner Straße 9) vor Anker gehen. Am detailgetreuen Modell des Walfangschiffes bosselte Mister Preston in zehn Jahren 8000 Stunden. „Es ist für mich eine Art Therapie. Ich höre dabei Brahms oder Beethoven, manchmal auch Wagner.“

Mit 13 ließ Preston seine erste Buddel vom Stapel. Ungefähr 200 Flaschen hat er bisher gefüllt – auch mit Auto- und Flugzeugmodellen und eine sogar mit der Mondfähre.

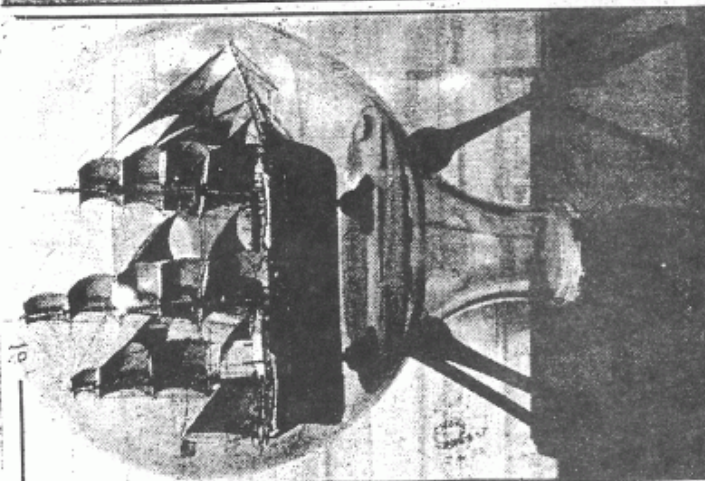
Das Walfangschiff ist sein siebentes Großmodell und auch sein bestes. Die 72-Liter-Buddel wurde extra dafür angefertigt. Sie hängt mit der Öffnung nach unten in einem Ständer. Während sonst das fertige Schiff durch den Flaschenhals geschoben und die Aufbauten per Seltzug aufgerichtet werden, baute Mr. Preston dieses Modell in der Flasche. Wer ganz genau wissen will, wie: Heute, 17 Uhr, zeigt er im Museum einen Dia-Vortrag über seine Buddelschiff-Werft. Eintritt frei.

Die riesige Flasche ließ Ralf Preston extra für sein Buddelschiff anfertigen.



KURIER 30.5.92

BILD 30.5.92



Teuerstes Buddelschiff in Berlin

Das kostbarste (mit 120 000 Mark versicherte) Buddelschiff der Welt ist für zwei Jahre im Verkehrs-Museum zu sehen. Der amerikanische Mathematikprofessor Ralph Preston (66) brauchte 13 Jahre und 8000 Stunden, um das Modell des Walfangschiffes „Charles W. Morgan“ innerhalb der Ballonflasche zu bauen.

Foto: Stefanie Uhrig

Bouwer duurste flessenschip ter wereld even op visite in het flessenscheepjesmuseum

Van onze verslaggever

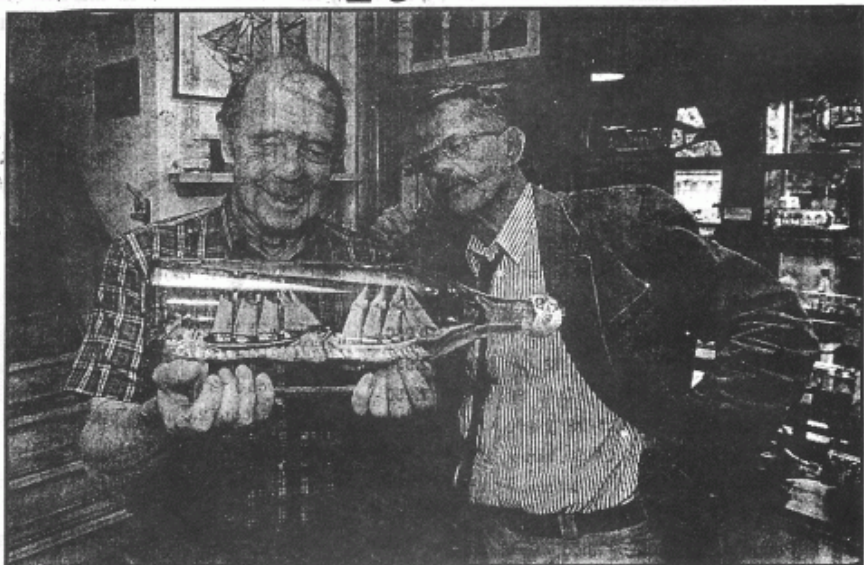
ENKHUIZEN — Het flessenscheepjesmuseum in Enkhui-zen had gisteren een hele bijzondere bezoeker in huis. Het was Ralph Preston, de man die het duurste flessenschip ter wereld bouwde en het verkocht aan het Museum voor Verkeer en Techniek in Berlijn. De 70-jarige professor in de wiskunde heeft beloofd niet te zullen vertellen voor welk bedrag hij zijn werkstuk aan het museum overdeed. Bekend is wel dat, toen hij het in eerste instantie aan het museum uitleende, het verzekerd werd voor 120.000 Duitse mark.

Conservator Jan Visser van het Enkhuiser museum: „Neem op mijn gezag maar aan dat het dan ook niet voor minder dan 120.000 mark is verkocht. Normaal is dat de verkoopwaarde iets hoger ligt dan de verzekerde waarde. Met een schatting van tussen de 125.000 en 135.000 mark zit ik er geen 10.000 mark vanaf. Ja, onvoorstelbaar. Maar het gaat ook om een schip waar duizenden uren in zijn gestoken.”

Het schip waar het om gaat is een absoluut natuurgetrouwe replica van de 'Charles W. Morgan', een voormalige walvisvaarder die ooit figureerde in de film Moby Dick. Het in 1841 in de vaart genomen schip bestaat nog en is op dit moment als drijvend museum afge-meerd in Mystic Seaport in Connecticut. Het is gebouwd in een bolvormige fles.

Al 55 jaar

Preston, die al meer dan 55 jaar flessenscheepjes bouwt, heeft er ruim achtduizend uren ingestoken. „Niet alleen het bouwen, ook het bestuderen



□ Ralph Preston (l) en Jan Visser bekijken een exemplaar uit de collectie van het Flessenscheepjesmuseum in Enkhui-zen. De bouwer van het duurste flessenschip ter wereld heeft voor het Enkhuiser museum ook iets in de maak. Voor een vriendenprijsje. Foto Theo Groot

van de geschiedenis van het schip, het bedenken van oplossingen voor bouwproblemen en het zoeken naar speciale materialen heeft heel veel tijd gekost. Op al die uren en het materiaal is de verzekerde waarde gebaseerd. En ja, als je het zo uitrekent, is mijn uurloon nog niet hoog.” De vraag of Preston geen geluksvogel is nu hij voor zijn hobby zo veel geld heeft ontvangen, beantwoordt hij volmondig met „ja”. „Zij wilden het hebben en ik wilde het wel verkopen. Ik heb er niet mee lopen leuren. En heb het ook niet gebouwd om er geld aan te verdienen.”

Volgend jaar om deze tijd

hoopt het Enkhuiser flessenscheepjesmuseum, dat door Preston vanwege de collectie, de ligging in de stad en de huisvesting in het Spuihuisje 'het mooiste in de wereld' genoemd wordt, ook een 'Preston' in de collectie te hebben. Visser: „Ralph is bezig voor ons 'De Halve Maan, een schip dat onder de naamgever van de Hudsonbaai, kapitein Hudson, ontdekkingsreizen maakte, te bouwen. Ook weer in een ronde fles, ter grootte van een voetbal.” Visser: „Maar voor ons bouwt Ralph gelukkig voor een vriendenprijsje.”

Preston bouwt graag in bol-

vormige flessen. Die waarin de Charles W. Morgan een permanente ligplaats kreeg, heeft een inhoud van 72 liter. Het schip is een halve meter lang. „En niet, net als in de meeste gevallen, in zijn geheel in de fles gebracht met de masten en tuigage plat. Maar het is door de afmeting in onderdelen in de fles gebracht en daarin ook gebouwd.”

Tot nu toe vulde de in de bergen van Montana geboren en opgegroeide Preston — „nee, ik heb geen zeevaarders in de familie” — ongeveer tweehonderd flessen. Niet alleen met schepen en scheepjes, maar ook met auto's, vliegtuigen en een ruimteveer.

NOTES FROM THE MEMBERSHIP CHAIRMAN

I know that the subject of our ship-in-bottle exhibit is discussed in greater depth elsewhere in this edition of Bottle Shipwright, but I must add my own statement that this was a welcome and wondrous event. I was personally rewarded by being able to meet many of our folks who names I only knew from the membership roster. Thanks to all for coming. And by the way, if you ever get to Washington, D.C. please try to get over to the Navy Museum. The displays are excellent, and as Navy comprehensive as anything I have ever seen. Coverage includes virtually everything the Navy has been involved in since its earliest inception, and the models, displays, paintings, photos and explanations are all absorbing. One afternoon only scratches the surface.

April 1st

I was treated to an awesome sight today. The aircraft carrier, **CONSTELLATION, CV 64**, left on a six month deployment to the Indian Ocean and the Persian Gulf. She steamed out to join her escorts the the USS Merrill, DD 976, and the John Paul Jones, DDG 53. They left the San Diego Bay at different times, so it was my good fortune to see both the Merrill and the John Paul Jones passing down the Bay when I was out paddling in my kayak about 10 AM this morning. The "Connie" left the dock at the Naval Air Station, North Island, at 3:00P.M., and again, it was my luck to be on the base near her when this occurred. All three ships had the sailors and chiefs manning the rails in their blue uniforms, and the Constellation also had a detachment of marines lined up on the flight deck near the bow.

Because of her huge size the Constellation had two powerful tugs pushing her bow out. They were turning her around so that she could navigate down the main channel. The turning basin where the carriers are located is inadequate (they are dredging it now to accommodate three of these enormous ships), so the tug work is an essential. It was emotional to me to see these 5,000 plus fighting men (combined compliment for all these ships) leaving on this long deployment while I was surrounded by their many dependents and other well wishers. Thank God we have such modern ships and dedicated men. I bid them farewell while hoping that they can avoid any major confrontation with the belligerent governments at their deployed destination.

I thought it would be interesting to make a short comparison between the aircraft carriers of my day and these modern behemoths. In the mid-50s I was flew off both the

USS Bennington CVA 20 and the Yorktown CVA 10

(Both were Essex class carriers with the same dimensions)

38,000 tons standard displacement; 40,000 tons fully loaded
888 feet OL length, straight deck for landing with protective barricade.
2300 to 3,300 compliment wartime
100 aircraft

Constellation CV 64

60,100 tons standard displacement 81,800 tons fully loaded
1,052 feet OL, angled deck for landing
2,930 compliment plus 2,480 aircrew
114 combat aircraft plus 8 helicopters

Keep paying your taxes folks. These things don't come cheap!

Received a note from **Norman Griggs (Stuart, FL)** asking about the availability of a how-to video about bottled ships. I told him that I did not know of any at the present time. If anyone is working on such a flick please let us know at Bottle Shipwright so that we can pass along the news.

From **Lee Aldrich (Belmond, IA)**

I travel to Europe frequently on vacation and have visited the Peter Bottle Museum on the island of AERO in Denmark. There are hundreds of models, many quite similar. The sea ports on AERO are very interesting and worth the trip. I have also visited the Buddel-Schiff Museum in Neuharlingersiel, Germany. I was very impressed with the display and the variety of ships and styles. The museum is now in the walk-in basement of the "Janssens Hotel" on the west side of the harbor. The word "buddel" is low German (Platt Deutsch) for bottle. That caused much confusion for those who speak high German where the word for bottle is "Flasche". Anyone going to Germany and Denmark may contact me for more information. (address below)

My specialty is figuring out difficult SIB engineering problems, such as putting sea in the inverted chemical flask, or mounting a ship on the tail of a sea serpent in an inverted flask, or putting a bear claw through the plug inside a bottle. An article on making impossible looking stoppers for bottles would be welcome. (Editor's note: Can anyone write an article on difficult stoppers or tell us where we might find one?)

I have made a video tape on making a Turk's Head using large colored rope. If anyone would like a copy I will send it along for the cost of the tape and shipping. Drop me a line at 1941 Taylor St., Belmond, IA 50421-7573 or contact me at my "E" mail address laldrich@theonramp.net

Bernd Braatz

The May/June issue of Model Ship Builder Magazine did a feature story on member **Bernd Braatz (Berlin, Germany)** and his excellent model of the brig, FAIR AMERICAN in a large 3 liter light bulb.

Bernd originally sent this material to me for Bottle Shipwright, but the work was so meticulous and involved that I felt it deserved greater coverage. It certainly is a tribute to our art. We will reprint it in our magazine at a future date.

For now it is sufficient to say that Bernd spent 620 hours on this model and had no fewer than 121 lines coming out the throat of the bulb to control the rigging and other movable parts. The model measures 177 mm (7 inches) from jib boom to driver and 145 mm (6 inches) from the top of the main mast to the keel. Her beam is 38 mm (1 1/2 inches). Altogether a beautiful piece of work.

From the Internet

Subj: **Sealing Wax**

Date:97-04-17 17:42:16 EDT

From:rlb16@juno.com (Richard L Blandford)

To:hubbarddon@aol.com

Don,

The clues you furnished were just what I needed to find the wax. Searching the 800 numbers on the net furnished five companies named Dennison, one of which was able to send me on to the company that handles it.

Here is the info:
Heartland Paper Company
808 w Cherokee
Sioux Falls, S.D. 57104
Phone - 1-605-336-1190 ask for Rick.

The product is **Sealing Wax EXPRESS RED #4 item No. 39-444-0**. The item number designates the type needed for sealing SIB's. It's actually grade#4.

It still comes 4- 11" sticks to the case. Cost is \$13.80 plus shipping. They do not accept credit cards. My case arrived just an hour ago via UPS and was in perfect shape.

Dick B.

Subj:Navy News
Date:97-04-18 09:17:38 EDT
From:GMCS E8 (Robert Evans, DeSoto, Texas)
To:HubbardDon

Hi Don,

I thought I would pass some interesting news on. At least I think it's interesting. It's a rarity anymore, a new ship, named for a regular hero instead of a politician or an admiral.

The Guided Missile Destroyer McFaul, the Navy's newest Arleigh Burke-Class Guided Missile Destroyer was christened April 12th. at Ingalls Shipbuilding, Pascagoula, Ms.

The ship is named in honor of Chief Engineman Donald L. McFaul, U.S. Navy (1957-1989), A native of Orange County, Ca. Chief McFaul gave his life for his comrades and was posthumously awarded the NAVY CROSS for service with Seal Team 4 during Operation Just Cause, in Panama.

The McFaul will have a crew of 21 Officers and 322 Enlisted. It is scheduled to be Commissioned in 1998, and homeported in Norfolk, Va.
Robert Evans, DeSoto, TX GMCSE8@Aol.Com

COOKBOOK NEWS

My new cookbook, **NEPTUNE'S TABLE: Cooking the Seafood Exotics**, is now completed and 5,000 copies will be arriving from Hong Kong before the end of June. This is a book I have been planning to do for over 20 years, and it deals with most every kind of seafood other than fish. So if you want to know how to cook an octopus or open and eat a sea urchin, or if you just want a few great recipes like Crab Enchiladas, Oysters Rockefeller or Mussels Mariniere this is a book you should have. 200 plus recipes in all, and I tried them all. There is also a lot of stuff which tells about my involvement with seafood from New York to Vietnam, and down into Baja. Oh yeah, each chapter begins with an original color Gyotaku (nature print) made from the creature itself, crab, lobster, calamari, etc. List price is \$17.95 plus \$3.00 shipping, plus a little tax (\$1.39) for Californians, but SIB Association members in the US (even California folks) and Canada can have it for \$20.00 bucks (US) even, and if asked, I'll even sign it for you.

I will be sending you a more formal announcement later on, but thought some of you might already be hungry, or might need a different kind of gift for Mom.

My best, Don

Don Hubbard, P.O. Box 180550, Coronado, CA 92178
28 -

NOTES FROM THE MERSEYSIDE MUSEUM

Des Newton, Curator of Ships-In- Bottles

I have some very exciting news to pass along. While talking to a visitor to the museum, the person made reference to seeing a bottle model in a manor house full of antique oddities. The manor house is in the Midlands of Britain near Birmingham, so I made contact with the curator who turned out to be a very amicable and obliging person, so much so that as he had to come to the city of Chester, near here, he brought the bottle model along and came to the museum to show me what he had.

I can not tell you how I felt when I saw what he had. The model was practically identical to the bottled mining scene model which is in a museum in Germany. That model is dated 1739. The figures were identical and the dress and colours the same. But inside this bottle was a clear note written in the hand of the model maker which states: "October the 20, 1719. This Work in this Bottle is Mendet be me Mathew Buchinger, born without Hands of Feet in Germany Jany. the 3. 1674." and the date clearly 1719. And there's more! I compared the model with the one in Germany and am positive that they were both made by the same person.

This bottle model came with its own original carrying box with the following printing on the side: GENTLEMEN AND LADIES, here is to be seen contained in a small glass a wonderful sight of miners drawing up with an engine at a Mill the like of which never seen before."

Here are some of the amazing facts about Mr. Buchinger. He was born Matthais Buchinger (sometimes spelt Buckinger in June 1674 at Brandenburg near Nuremburgh, Germany with legs or arms. All he had for arms were short upper limbs and the only digit resembling a stubby thumb. As he grew he adapted well and became quite a talented painter and scribe. He made objects that would enable him to do some of the things that normal people around him could do. Through his unique adaptability he made a living by showing himself and his amazing talents off at public shows. Among these were the ability to do such things as portrait painting, juggling, magic and many other things including being able to write very, very small. On close inspection of a self-portrait of Buchinger it was found that the strands of hair in his wig was actual writing of the 121st, 127th, 130th, 140th, 149th and 150th psalms PLUS the Lord's Prayer!!!

I know that all this must sound far-fetched, but research carried out proves that this amazing gentleman was for real. Further references can be found in the following: "Ten Thousand Wonderful Things" by Edmund Fillingham M. A. "Learned Pigs and Fireproof Women" by Ricky Jay. "The Paris Manuscript" at the British Library, London.

It is also interesting to find out that examples of Buchingers work are in the Henry E. Huntington Library at San Marino and the William Andrews Clarke Memorial Library in Los Angeles.

'Till next time,

Best regards,
Des





May 5, 1997

Press Release

1998 WESTERN SHIP MODEL CONFERENCE AND EXHIBIT

The third Western Ship Model Conference and Exhibit will be held on the *RMS Queen Mary* at Long Beach, California on March 26 through 29 of 1998. The conference is being hosted by the Ship Modelers Association.

The centerpiece of the conference, as with the previous ones, will be a superb display of ship models. For the 1994 conference there were 160 models of both modern and period ships and boats of both static and radio controlled configuration. The 1996 conference built upon the previous successes and attracted 225 models. The model exhibit is open to both conference participants and the public, in the *Queen Mary* Exhibit Hall, all three days of the event, beginning Friday at 10AM, and closing at 5PM on Sunday afternoon. All conference participants are invited to contribute to this display.

Conference activities begin with a reception on Friday evening in the Exhibit Hall. On Saturday, conference attendees will participate in technical sessions given by experts on maritime history, ship and boat building, model building, and nautical research. During the conference, vendors will be available to show, discuss, and sell their products. The products include books, kits, materials, tools, and other supplies relevant to ship modeling. A banquet will close the day's activities. Sunday's activities consist of round table discussions hosted by the previous day's speakers and modeling technique demonstrations. The Mayflower Group will present a special display oriented to the novice modeler and those wishing to know more about the operation of such a group. The Mayflower Group is a monthly workshop on modeling and is also a part of the Ship Modelers Association.

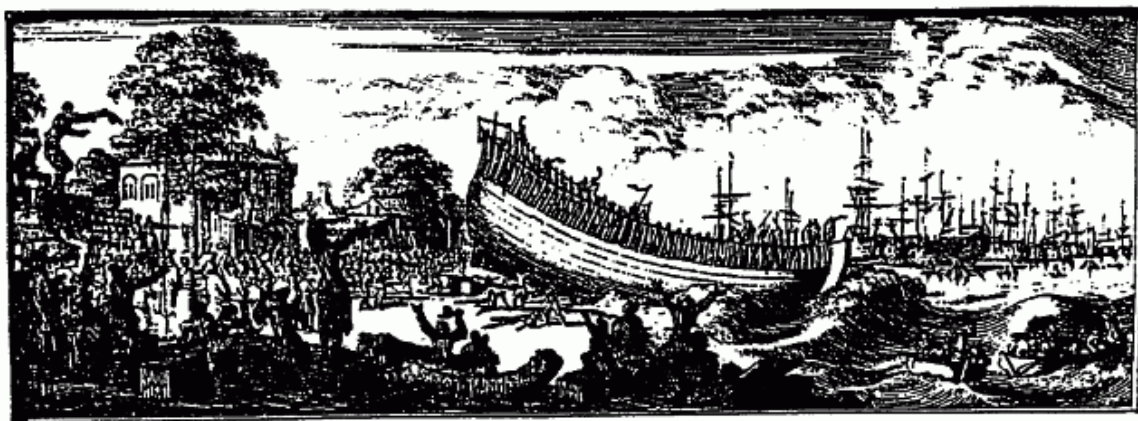
Conference participants and their families are invited to stay aboard at the *Queen Mary* Hotel. Reduced room rates will be in effect for the conference and up to three days on either side. Hotel guests will enjoy one of the period state rooms that first class passengers used when the *Queen* was plying the Atlantic.

For more information, visit our web site at <http://www.ship-modelers-assn.org>

For registration forms as well as additional information contact:

Lloyd Warner
2083 Reynosa Drive
Torrance, CA 90501
310-326-5177
E-mail warwoods@aol.com

Models of the Swedish Warship Vasa



THE VASA MUSEUM in Stockholm is looking for models of the warship Vasa for an exhibition to be held October 1997 - April 1998.

No restrictions on size, material or interpretations.

CONTACT:

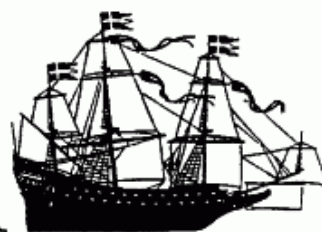
The Vasa Museum
Viveca Lindenstrand
Box 27131
S-102 52 Stockholm
Sweden

Tel +46-8-666 48 00

Fax +46-8-666 48 88

FINAL DATE FOR ENTRIES IS JANUARY, 1997

THE VASA
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We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf note book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

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The members in attendance at the Navy Yard Museum
May 14, 1997.



With Board member John Frazier , President Jack Hinkley
Presents a plaque of appreciation to Dr. Furgol Museum
Curator. " In appreciation of your hosting the 1997 Ship
in Bottle exposition . May 14 , 1997.